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at current rates of interest. RENTING OPERITIES given special attention. no7-1f HERBERT A. GILL, 1319 F st. n.w. \$1,000,000 TO LOAN ON CITY REAL ESTATE. Lowest rates.
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LEGAL NOTICES.

IN THE SUPREME COURT OF THE DISTRICT of Columbia.—Mary J. Marr, complainant, vs. the unknown helrs, alienees or devisees of James M. Stoughton, defendants; equity No. 22761, docket 51.—On motion of the complainant herein, by her solicitor, John B. Larner, it is this thirteenth day of December, A.D., 1901, ordered that the defendants, the unknown heirs, alienees or devisees of James M. Stoughton, cause their appearance to be entered herein on or before the first rule day occurring forty days after this date, otherwise the cause will be proceeded with as in case of default: Provided this notice be jublished once a week for three successive weeks in the Washington Law Reporter and The Evening Star. The object of this suit is to establish of record the title of the complainant to original lot seven (7) in square three hundred seventeen (317) in the city of Washington, D. C., and to enjoin the defendants from asserting any title or chaim thereto. By the court: A. C. BRADLEY, Justice, A true copy—Test: J. R. YOUNG, Clerk, By R. J. MEIGN, Jr., Asst. Clerk. de27-inv3t.

IN THE SUPREME COURT OF THE DISTRICT IN THE SUPREME COURT OF THE DISTRICT of Columbia. Mary J. Marr, complainant, vs. the

IN THE SUPREME COURT OF THE DISTRICT of Columbia.—The Washington Loan and Trust Company, complainant, vs., the unknown heirs, alienees or devisees of George Andrews, defendants; company, companiant, vs. the unknown heirs, alienees or devisees of George Andrews, defendants; equity No. 22784, docket 51.—On motion of the complainant herein, by its solicitor, John B. Larner, it is this thirteenth day of December, A.D. 1901, ordered that the defendants, the unknown heirs, alienees or devisees of George Andrews, cause their appearance to be entered herein on or before the first rule day occurring forty days after this date, otherwise the cause will be proceeded with as in case of default: Provided this notice be published once a week for three successive weeks in the Washington Law Reporter and The Evening Star. The object of this suit is to establish of record the title of the complainant to the lot known as the north forty feet front of 4th street by full depth of original lot 11 in square 792 in the city of Washington, D. C. and to enjoin the defendants from asserting any title or claim therete. By the court: A. C. BRADLEY, Justice, A true copy—Test: J. R. YOUNG, Clerk, By R. J. MEMOS, Jr., Asst. Clerk.

IN THE SUPREME COURT OF THE DISTRICT IN THE SUPREME COURT OF THE DISTRICT of Columbia.—William A. Fenwick, complainant, vs. the unknown heirs, etc., of Jane Gantt et al., defendants; equity No. 22782.—On motion of the complainant, by Messrs. Hufty & Hufty, his solicitors, it is this 19th day of December, 1901, ordered that the defendants, the unknown heirs, devisees or allenees, respectively, of Jane Gantt and Owen Cecil cause their appearance to be entered herein on or before the first rule day occurring forty days after this day; otherwise the cause will be proceeded with as in case of default. The object of this suit is to quiet title of the complainant to part of original lot fifteen (15) in square numbered twenty-four (24), beginning for the same at the southwest corner of said lot and running thence north on the east side of 25th street twenty-eight (28) feet; thence east one bundred and four (104) feet; thence south twenty-inches. street twenty-eight (28) feet; thence east one hundred and four (104) feet; thence south twenty-eight (28) feet, and thence west one hundred and four (104) feet to the place of beginning, in the city of Washington, District of Columbia, and to enjoin the defendants, and each of them, their heirs and assigns, from setting up, claiming or asserting any title thereto. This notice to be published in the Washington Law Reporter and in The Evening Star once a week for three successive weeks before said rule day. A. C. BRADLEY, Justice, True copy—Test: J. R. YOUNG, Clerk, By J. W. LATIMER, Asst. Clerk. de20-law3w

FOREIGN POSTAL SERVICE.

WASHINGTON, D. C., POST OFFICE NOTICE Should be read derly, as changes may occur at FOREIGN MAILS are forwarded to the ports of

Should be read dayly, as changes may occur at any time.

FOREIGN MAILS ar? forwarded to the ports of sailing daily, and the schedule of closings is arranged on the presumption of their uninterrapted overland transit. For the week ending January 4, 1902, the last connecting closes will be made from the MAIN OFFICE as follows:

TRANSATLANTIC MAILS.

FRIDAY—(c) At 11:25 P.M. for ITALY direct, per s.s. F. Bismarck from New York. Mail must be directed "Per s.s. F. Bismarck." (c) At 11:25 P.M. for IRELAND, per s.s. Umbria, from New York, via Queenstown. Mail for other parts of EUROPE must be directed "Per s.s. Kronprinz Wilhelm, from New York, via Plymouth, Cherbourg and Bremen. Mail for IRELAND must be directed "Per s.s. Kronprinz Wilhelm." (c) At 11:25 P.M. for AZORES ISLANDS, per s.s. Tartar Prince, from New York, Mail for ITALY must be directed "Per s.s. Tartar Prince." (e) At 9:15 P.M. for FRANCE, per s.s. La Champagne, from New York, Mail for other parts of EUROPE must be directed "Per s.s. La Champagne."

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, ETC.

FRIDAY—(c) At 11:25 P.M. for ERRMUDA, per s.s. Trinidad from New York. (e) At 11:25 P.M. for PORTO RICO, per s.s. San Juan, from New York. (e) At 11:25 P.M. for FORTUNE ISLAND, JAMAICA, SAVANILLA and CARTAGENA must be directed "Per s.s. Zulla. (c) At 11:25 P.M. for FORTUNE ISLAND, JAMAICA, SAVANILLA, CARTAGENA and GREY-TOWN, per s.s. Athos, from New York will for COSTA RICA must be directed "Per s.s. Athos." (c) At 11:25 P.M. for FORTUNE ISLAND, JAMAICA, SAVANILLA, CARTAGENA and GREY-TOWN, per s.s. Athos, from New York Mail for COSTA RICA must be directed "Per s.s. Prins Wilhelm III, from New York via Port an Prince and Petit Goave. Mail for CURAC O, VENEZUELA. TRINIDAD, BRITISH and DUTCHI GUIANA must be directed "Per s.s. Athos." (c) At 11:25 P.M. for SANTOS and SAO PAULO, per s.s. Mozart, from New York. Mail for other parts of BRAZIL, must be directed "Per s.s. Mozart." (e) At 11:25 P.M. for BRAZIL, per s.s. Grectan Prince, from New York. Mail for othe Grecian Prince, from New York. Mail for NORTH-ERN BRAZIL, ARGENTINE, URUGUAY and PARAGUAY must be directed "Per s.s. Grecian

SUNDAY-(f) At 10:30 A.M. for the BAHAMAS. SUNDAY—(f) At 10:30 A.M. for the BAHAMAS, via Nassau, per steamer from Miami, Fla. Mails for NEWFOUNDLAND, by rail to North Sydney and thence via steamer, close here daily, except Sundays, at 12:00 M., and on Sundays at 11:30 A.M. (d) (h) Mails for MIQUELON, by rail to Boston and thence via steamer, close here daily at 3:15 P.M. (d) CUBA MAILS close here via Port Tampa, Fla., Mondays, Wednesdays and Saturdays at 3:00 P.M. (f) Mails for MEXICO overland, unless specially ad-

Mans for dispatch by steamers salling from New York, close here daily at 10:30 A.M. and 10:00 P.M. Mails for BELIZE, PUERTO CORTEZ and GUATEMALA, by rail to New Orleans and thence via steamer, close here daily at 10:00 P.M., the connecting closes for which being Mondays.

Mails for COSTA RICA, by rail to New Orleans and thence via steamer, close here daily at 10:00 P.M., the connecting closes for which being Tuesdays.

days.

TRANSPACIFIC MAILS.

Mails for AUSTRALIA (except those for West Australia, which go via Europe, and New Zealand, which go via San Francisco) and FIJI ISLANDS, via Vancouver, close here daily at 6:30 P.M. up to January 4, inclusive, for dispatch per s.s. Aorangi. (o)

via Vancouver, close here daily at 6:30 P.M. up to January 4, inclusive, for dispatch per s.s. Aorangi. (o)
Malls for *CHINA, JAPAN, HAWAH and ‡PHIL-IPPINE ISLANDS, via San Francisco, close here daily at 6:30 P.M. up to January 6, inclusive, for dispatch per s.s. City of Peking. (o)
Mails for *CHINA and JAPAN, via Seattle, close here daily at 6:30 P.M. up to January 8, inclusive, for dispatch per s.s. Kaga Maru, Registered mail must be directed "Via Seattle," (o)
Mails for AUSTRALJA (except those for West Australia, which are forwarded via Europe), NEW ZEALAND, FiJI. SAMOA and HAWAH, via San Francisco, close here daily at 6:30 P.M. after January 5 and up to January 11, inclusive, for dispatch per s.s. Ventura. (o)
Mails for *CHINA and JAPAN, via Vancouver, close here daily at 6:30 P.M. up to January 21, inclusive, for dispatch per s.s. Empress of Japan, Registered mail must be directed "Via Vancouver," Merchandise for the U. S. Postal Agency at Shanghai cannot be forwarded via Canada. (o)
Mails for *CHINA and JAPAN, via Tacoma, close here daily at 6:30 P.M. up to January 21, inclusive, for dispatch per s.s. Tacoma. (o)
*Mails for *COCHIN CHINA are dispatched to New York for connection with European steamers, 1PHILIPPINE ISLANDS (military mail), dispatched to San Francisco at all closes for that office, to connect with government transports, the sailings of which are irregular.

REGISTERED MAHLS close at the MAIN OF-FICE as follows: (b) At 1:00 P.M. same day; (f) at 5:00 P.M. same day; (f) at 5:00 P.M. same day; (f) at 6:00 P.M. previous day; (h) at 12:00 P.M. previous day; (o) at 6:00 P.M. previous day; (d) at 6:00 o) at 6:00 P.M. previous day. de28 JOHN A. MERRITT. Postmaster.

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STATION CORNER OF SIXTH AND B STREETS. 7:50 A.M. daily. PETSBERG EXPRESS.-Parter and Dining Cars Harrisburg to Pittsburg. 10:50 A.M. daily. PENNSTLVANIA LIMITED.-

Pullman Sleeping, Dining Smoking and Observation Cars Harrisburg to Chicago, Cincinnati, In-dianapolis, St. Lopis, Gleveland and Toledo. Buffet Parlor Car to Harffsburg. 10:50 A.M. dafly. FAST MNE. Pullman Buffet

Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg to Pittsburg_{TNO} 3 3:30 P.M. daily, CHACAGG AND ST. LOUIS BX-PRESS.-Sleeping Cir Washington to St. Louis and Sleeping and Dining Cars Harrisburg to Indianapolis, St. Louis, Nashville (via Cincianati and Louisville) and Chicago.

7:15 P.M. daily. ST. LOUIS EXPRESS.-Pullman Sleeping Car Harrisburg to St. Louis. 7:45 P.M. daily, WESTERN EXPRESS,-Pullma Sleeping Car to Pittsburg and Chicago. Dining Car to Chicago.

7:45 P.M. daily. CLEVELAND AND CINCINNATI EXPRESS.-Pullman Sleeping Cars Washington to Pittsburg, and Harrisburg to Cleveland and Cin-

cinnati. Dining Car. 0:40 P.M. daily. PACIFIC EXPRESS.-Pullman Sleeping Car to Pittsburg. 550 A.M. daily. EUFFALO DAY EXPRESS, with

through Parlor Car, Dining Car and Coaches to Buffalo, via Emportum Junction. 7:50 A.M. for Kane, Canandalgua, Rochester and Niagara Falls daily except Sunday.

10:50 A.M. for Elmira and Renove daily except Sunday. For Williamsport daily, 3:30 P.M. 7:15 P.M. daily. BUFFALO NIGHT EXPRESS. with through Buffet Sleeping Car and Coaches to Buffalo, via Emporium Junction.

and Niagara Falls daily except Saturday, with Sleeping Car Washington to Rochester. 19:40 P.M. for Erie, Canandaigua, Rochester, Buf falo and Ningara Falls daily. Pullman Sleeping Car Washington to Rochester Saturdays only. 1:00 P.M., "Congressional Limited," Daily for New York, all Parlor Cars, with Din

7:45 P.M. daily for Erie; for Rochester, Buffalo

For Philadelphia, New York and the

ing Car from Baltimore, .

Express, 7:00 (Dieing Car), 7:57 (Dining Car), 9:00, 10:00 (Dining Car), 10:25 and 11:00 (Dining Car from Wilmington) A.M., 12:45, 3:15, 4:50 (Dining Car from Baltimore), 6:50, 10:00 P.M., 12:10 night. On Sundays, 7:00 (Dining Car), 7:57 (Dining Car), 9:00, 10:25, 11:00 (Dining Car from Wilmington) A.M., 12:15, 3:15, 4:50 (Dining Car from Baltimore), 6:50, 10:00 P.M., 12:10 night. For Philadelphia only, Express, 7:45 A.M., 12:15 P.M. week-days, 2:01, 4:10 and 5:40 P.M. daily.

For Boston, without change, 7:45 A.M. week-days and 4:50 P.M. daily. For Baltimore, 6:15, 7:00, 7:45, 7:50, 7:57, 9:00.

10:00 10:25, 10:50, 11:00 A.M., 12:15, 12:45, 1:28, 2:01, 8:15, 3:30 (4:00 Limited), 4:10, 4:20, 4:33, 4:50, 5:40, 6:15, 6:50, 7:15, 7:45, 10:00, 10:40, 11:35 P.M. and 12:10 night. On Sundays, 7:00, 7:50, 7:57, 9:00, 9:05, 10:25, 10:50, 11:00 A.M., 12:15, 1:15, 2:01, 8:15, 8:80 (4:00 Limited), 4:10, 4:20, 4.50, 5:40, 6:15, 6:50, 7:15, 7:45, 10:00, 10:40 P.M. and 12:10 night.

For Pope's Creek Line, 7:45 A.M. and 4:33 P.M. week-days. For Annapells, 7:00, 9:00 A.M., 12:15 and 5:40 P.M. week-days. Sundays, 9:00 A.M. and 5:40

P.M. Ticket offices, corner Fifteenth and G streets, and at the station, Sixth and B streets, where orders can be left for the checking of baggage to Japanese and English.

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SOUTHERN RAILWAY.

Schedule corrected to November 24, 1901.
Trains leave from Pennsylvania Station.
8:01 a.m. Daily. Local for Harrisonburg, Warreston, Charlotte and way stations.
10:51 a.m. Daily. Washington, Richmond and Florida Limited. First-class coach and drawing-room sleeper to Jacksonville. Dining car service.
11:15 a.m. Daily. United States Fast Mail. First-class coaches and drawing-room sleeper to New Orleans. Dining car service.
11:37 a.m. Daily. Local for Warrenton and Charlottesville.
4:01 p.m. Week Days. Local for Harrisonburg and way stations on Manassas branch.
4:30 p.m. Daily. Local for Warrenton and Charlottesville.

lottesville.

9:50 p.m. Daily. Washington and Chattanooga
Limited (Via Lynchburg). First-class coach and
sleeping car to Roanoke, Knorville, Chattanooga
and Memphis; sleeper to New Orleans. Dining car
service. service.

9:50 p.m. Daily. New York and Atlantic Express. First-class coach and sleeper to Atlanta; Mondays, Wednesdays and Fridays, Sunset Route Tourist sleeper Washington to San Francisco, Pull-

Tourist sleeper Washington to San Francisco, Pullman buffet service.

9:55 p.m. Daily. New York and Florida Express.
First-class coach and sleeper to Savannah, Jacksouville and Port Tampa; sleeper to Savannah, Jacksouville and Port Tampa; sleeper to Summerville, Charleston, Augusta and connection for Aiken.
Dining car service.

10:45 p.m. Daily, Washington and Southwestern Limited. All Puliman train, club and observation cars to Atlanta and Macon; sleepers to Nashville, Atlanta, Macon, Memphis, New Orleans. Tri-weekly to Pinchurst, N. C., Mondays, Wednesdays and Fridays. Dining car service.

TRAINS ON BLUEMONT BRANCH. Leave Washington 9:01 a.m. daily, 1:00 p.m., 4:25 p.m. and 4:49 p.m. week days, and 6:25 p.m. Sundays only for Bluemont, and 6:25 p.m. week days, and 11:40 p.m., theater train, Mondays, Wed-nesdays and Saturdays for Leesburg.

Through trains from the South arrive Washington 6:42 a.m., 6:52 a.m., 7:35 a.m., 2:00 p.m., 9:00 p.m. and 9:30 p.m. daily. Local trains from Harrisonburg 11:37 a.m., week days and 9:40 p.m. daily. From Charlottesville, 8:28 a.m. and 9:40

Tickets, sleeping car reservations and detailed information can be had at ticket offices, 705 15th st., 511 Pennsylvania ave. and Pennsylvania Station. Baggage checked through from hotels and verificence. esidences.

'Phone Main 1441, P. R. R. Cab Service.
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L. S. BROWN, General Agent.

BALTIMORE & OHIO

RAHLROAD.

Leave Washington, New Jersey ave. and © st. Chicago and Northwest, *10:45 a.m., *6:20 p.m. Cincinnati, St. Louis and Louisville, *10:05 a.m., 13:45 p.m., *1:10 night.

Pittaburg and Cleveland, *10:45 a.m., *8:30 p.m. and *1:00 night.

Columbus and Wheeling, *6:20 p.m.

Winchester, *18:35 a.m., †3:45 and †5:30 p.m.

Luray, *3:45 p.m.

Anaapdis, †7:15, *8:30, †8:35, †11:55 a.m., *5:35 p.m. Frederick, ‡8:85, \$9:00, †10:45 a.m., \$1:15, †4:30, Frederick, ‡8:85, \$9:00, †10:45 a.m., \$1:15, †4:30, †6:20 p.m.

Hageratown, †10:05 a.m. and †5:30 p.m.

Boyd and way points, †5:35, \$9:00 a.m., \$1:15, †4:30, †5:30, \$10:15, †11:30 p.m.

Gaithersburg and wag, points, †8:35, \$9:00 a.m., †12:50, \$1:15, †3:00, †5:30, 0*5:00, †0:30, †7:05, †7:20, \$1:15, †3:20, 15:30, 0*5:00, †0:30, †7:05, †7:20, \$10:15, †11:30 p.m.

Washington Junction and way points, †8:35, \$9:00 a.m., \$1:15, †4:30, †5:30 p.m.

Baitimore, week days, x8:00, 5:00, 6:30, x7:05, x7:15, x8:30, \$355, \$9:30, x4:00, \$1:155, a.m., x12:30, noon, x1:35, x8:00, x1:30, x1:30, x1:30, 11:35 p.m.

Sundays, \$3:00, x7:05, x7:15, \$3:50, \$9:00 a.m., x12:30, 1:15, x3:00, x3:30, x3:00, x1:35, p.m.

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All trains illuminated with Pintach light.
Baltimore, Philadelphis Sw York, Boston and
the east, *8:00, *7:05 (diner), *8:30 (buffet), \$9:00
(diner), *10:00 (diner), **,**-12:20 (diner), *3:00
("Royal Limited." diner), **,**-12:20 (diner), **5:05
(diner), *8:00 and *11:30 p.m. (Sleeping car open

("Royal Limited," diner), 14:00 (buffet), *5:05 (diner), *8:00 and *11:30 p.m. (Sleeping car open at 10:00 o'clock).

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To Falls Church — x6:15, x6:50, x7:20, x8:30, x9:30, 10:30, x11:30, 12:30, x1:30, 2:30, x3:30, 4, x4:30, 5, x5:30, 6, x6:30, 7, x8, x9:30, x11, x12.

Sat. and Sunday night, hourly after 8 P.M. Heurly to West End on Sunday.

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POSE AS JAPANESE. A Chinese Trick to Avoid Exclusion From the United States.

From the Chicago Chronicle. Chinese have a new scheme for getting into the United States in spite of the exclusion laws, according to a discovery which has been made by the Japanese consul's office in Chicago. It was announced yesterday by Chancellor Yoshito Komma of the Chinese-Japanese consulate that several Chinese had clipped off their queues and represented themselves as Japs. To one who is not well acquainted with the features of the two orientals the difference between a Chinese without a queue and a Jap is so slight as to escape notice. This similarity is said to have been taken advantage of by the Chinese repeatedly and with great success to gain admission to

the United States. The dress and other characteristics were changed in accordance. The sacredness with which all Chinese are said to regard their queues had been instrumental in getting them past the inspectors when braids have been missing. Since the antiqueue Chinese have come into prominence it has developed that many of these celestials, not wishing to incur the wrath of their orthodox brethren, and thinking their chances better for consideration at the hands of Americans, have represented themselves as Japanese. Their hair is coarser than that of the Japanese, bowever, and their features are quite different to one familiar with both races.

There are comparatively few Japanese in the United States. There are but 100 in Chicago, and many of them are students in various schools. Several merchants and foreign representatives are here, while from one to a dozen Japanese business men pass through Chicago every day. There is no disposition on the part of the Japs to emi-grate to the United States as the Chinese The Japanese do not take kindly to the sorts of work to which the Chinese are adapted. When they do remove to America, however, the Japanese take up American ways and make intelligent and pro-

gressive citizens. This is said by Consul Toshiro Fujita to be due to the fact that the Japanese are educated and broad-minded. Nearly all educated Japanese have a knowledge of English, and government documents and treaties are printed both in

Quality Counts Little With the Aver-From the New York Sun. The man came in and asked for a brand

of cigar that the cigar store proprietor didn't have. "But I've got something that's practically the same smoke," the dealer said, taking out a box. The man smiled wisely and indulgently and went out again, and the dealer swore. "There are times." he said, "when this

bet everything that I've got in the world that that chap couldn't have told the cigar I offered him from the brand he thinks he wants if his life depended on it.
"There are between a million and a half and two million brands of cigars sold in this country and your average smoker thinks that every brand means a different kind of tobacco. As a matter of fact, 150 is an outside estimate of the different kinds

business makes you a trifle tired. Now, I'd

of tobacco that can be procured from all of these apart. "As for the average smokers not half of them have any idea as to the quality of the cigar they may be smoking. The vast ma-jority of tobacco users smoke with their eyes and with their eyes only. The shape or size or color of a cigar strikes their fancy. It burns easily and they are contented. At the same time these things have abso-

lutely nothing to do with the quality of a "To get an illustration of how smoking is done with the eyes it is only necessary to remember that very few blind men care anything about smoking. In many cases men who have gone blind after they have been inveterate smokers for years cease to care anything about smoking a few weeks after losing their sight, and soon give up the use of tobacco altogether. So it's a perfectly well-known axiom in the trade that the quality of a cigar is as nothing compared with the color of the wrapper, the shape and the way it burns. Or, in other words, workmanship is considerably more than half the bettle action as the close to the color of the shape and the way it burns. than half the battle so far as the dealer is concerned. Of course an inveterate smoker of Havana cigars does not enjoy a domestic smoke, and there are men who really know and appreciate fine tobacco. But in the run-of trade these are an almost vanishing mi-

Taxes in European Cities. Berlin letter in the Chicago Record-Herald.

People in the United States who are grumbling about high taxes should find much consolation in the knowledge that their property is not situated in any of the European capitals. In Berlin, for example, the great American life insurance companies are required to invest a certain portion of their assets in city property, and their taxes, which are no higher than those of other real estate owners, amount an-nually to more than one-third of their renually to more than one-third of their receipts from rentals. In Vienna taxes are even higher. The man who owns the building in which the American legation is located divides the rent with the government in equal shares. The same rates prevail in other large European cities. In addition to this, the building regulations are rigid, and make construction very expensive, and every structure must be fireproof, with stone staircases to the top floor, double walls, floors and roofs of steel and terra cotta. The front must correspond with the adjoining buildings in height and architectural treatment. A poor man cannot build a home in any of the European cities. He must go into the suburbs. Hence most of the ground owned by individuals is leased to building companies and capitalists.

Sunday Funerals in Chicago. From the Chicago Record-Herald. "No more Sunday funerals if we can help

it,' said President John H. Hartwick of the

LIFE OF TURKISH WOMEN

VARIOUS TYPES OF BEAUTY AND CHARACTER IN THE HAREM.

The Wife Does Not Set at Table With the Husband-Domestic

Matters.

"The fact that all Turkish women must dress alike in the streets gives rise to the impression of a sameness of character that does not in the least exist among them," says Mary Mills Patrick, president of the American College for Girls in Constantinople. "A superficial observer who meets these veiled figures in public places, shrouded in a mysterious costume that suggests great possibilities of beauty behind it, may wonder indefinitely what kind of a life these figures really lead, without any clue to the solution of the problem. Yet life in Turkish society is as real and varied as in America, and often far more

"There are decided types among Turkish women. There is the butterfly who lives for pleasure; the domestic woman, and even the strong minded woman, and, in addition to these, a class exists not found in America, the women who belong to court society.

"The butterfly is often a Christian woman, and was perhaps brought to Con-stantinople to be sold to the highest bid-der, and throughout all her childhood was taught to look forward to a possible life at the capital, to be made gay and bright, with plenty of money and flirtation and social success. She has, perhaps, the bright blue eyes and golden hair that are so rare among the Turks to give her the place of eminence that she desires. Because of her beauty her husband showers her with presents and fills her life with pleasure. Her eyelashes and eyebrows are painted, but not very noticeably, and diamonds and other beautiful stones flash from her hands, her wrists, her neck and her hair. The dress which she wears under her street robe is from Paris, and her shoes are low, even in winter, with pointed toes and very

Not Much Housekeeping.

high heels.

"The domestic Turkish woman presents a great contrast to the brilliant creature that we have just described. She is rather large and stolid looking, careless as to her dress and of a simple and amiable character. She has a very easy life compared with that of her American sisters. There is not much housekeeping in a Turkish house, and what there is is done by slaves and servants, who consider themselves permanent members of the family and realize what is expected of them. Rooms furnished with rugs and divans are comparatively easy to keep in order. There is a chef in the ktch-en, who sends his best efforts to the dining room in the men's apartments, a place sel-dom visited by the women of the household. Their own simple food is served to them at irregular intervals, when they feel hungry. There is perhaps a French gov-erness to teach the children, who does not like the irregular life of the harem, and an exception is made in her favor, and she dines at the master's table, where the food is served more to her taste. Her apart-ments are, however, in the side of the house belonging to the women, which is entirely separate from the other half of the establishment.

"The domestic Turkish woman does not look after the house particularly, nor have much care of the children. When things go wrong she is not held responsible, but the lord of the household calls up the serv-ant or slave in charge of that department of work and threatens him with unknown evils if he does not mend his ways. The lady of the house does not necessarily know how to sew or even to read and write, although that degree of ignorance is now quite rare in large cities. She spends her time in smoking, drinking coffee and overlooking the nurses who have the care of the

Educated Mahometan Women. ern progress, the educated Mahometan woman. She may be found here and there, perhaps in the harems of princes, or of pashas, or even sometimes in the middle classes of society, although she is not commonly found anywhere as yet. She with a good pronunciation, having the aptiwith a good pronunciation, having the aptitude for languages usually found with Turkish women. She knows all about American life. She knows that there are four states in America where women vote, and often wonders when there will be any voting in Turkey, either for men or women. She reads the delly represent and here men. She reads the daily papers and has decided opinions in regard to all political affairs. The advanced Moslem woman has a private room, instead of living in the rooms with the other women, and in this room are found some unusual articles for a Turkish house, namely, a writing desk. some bookshelves, upon which stand many of the new books of the day, and on the

wall hang some really fine engravings.
"One Mahometan woman has even pub-lished several books herself, and is at present writing a series of articles for one of the daily papers, which are of so progres-sive a nature that the censor of the press has obliged her to cut out about half of what she has written. She longs to travel, but that is not yet allowed to a Turkish woman, at least beyond the bounds of her own land. She has been to Egypt and Syrie but that does not return but that does not return. Syria, but that does not satisfy her, and she even dreams of going to Paris and Berlin to work in the libraries there. She scorns the frivolities of ordinary society, and contemplates forming a club, where kindred spirits may discuss congenial subjects, but that has not yet been possible. Her influence in the press is already felt, and one may foresee that she will form one of the elements in the forces that are rapidly changing the conditions of Turkish life. 'Harem life at court is much more com-plicated than elsewhere, for everything there depends on the will of his imperial

majesty, the sovereign of the land.

LOOK AND LISTEN. When It is Not Legally Necessary at a Railroad Crossing.

From the Utica Daily Press. The rule requiring a traveler on a public highway before crossing a steam railroad to look and listen is held by the court of appeals in the case of Apolonia Fejowski, as administratrix, against the Delaware and Hudson Canal Company not to apply when the situation was such that if the traveler looked and listened he would not have discovered the danger.

crossing the tracks of the defendant at Edison avenue in the city of Schenectady. The accident happened at 6:30 in the evening of October 17, 1895. The deceased was seated on the seat of a two-horse market wagon, driving. When about fifteen feet from the railroad tracks he stopped to allow a freight train to pass. The night was cloudy and dark, with neither moon nor stars visible. There was no flagman at the crossing nor light near it. The freight train made a loud noise, and after it had reached a point about 100 feet past the crossing, the deceased said "Get up," the team start-ed, and as he was thus driving across the PLYMOUTH—CHERBOURG—BREAREN.

THE SELECT... Jun. 21, 10 am Kalser... Mar. 25, 10 am Kalser... Mar. 25, 10 am Kalser... Apr. 2, 9 am Kalser... Apr. 2, 10 am OELERCHER OF SERVING APPROPRIES AND SERVING APPROPRIATE APPROPRIATE

WOMEN'S ERAS.

Ages of Elizabeth, Anne and Victoria Were Remarkable Epochs. From the Minneapolis Tribune.

It is a remarkable fact that three sovereign ladies, Elizabeth, Anne and Victoria, have given their names to the three greatest periods of English literature, which were also eras of notable military conquest. Elizabeth, herself a learned but stilted and pedantic writer, gave an impulse to authorship which culminated in Shakespeare and Bacon, and a brilliant galaxy of lesser lights. The reign of Queen Anne, a dull, commonplace, indolent woman with no intellectual aspirations, was rendered illustrious by the genius of Prior, Pope, Swift, Addison, Defoe, Congreve and other authors, while Newton and Berkeley were making valuable discoveries in science then in its infancy, and Marlborough was winning brilliant victories.

Space fails for mention of even the fore-

most of the writers who have lent honor and renown to the Victorian age-names familiar as household words. Victoria her-self made some modest essays in authorship—chronicles of the travels and domestic life of the royal family in its various resorts, which greatly endeared her to her people, for even the most trivial personal details of the reigning house are of sur-passing interest. Remarkable as were the literary achievements of the Victorian age, and worthy as were the contributions to art and music, they fall far below the sig-nal triumphs achieved by science in this reign of almost sixty-four years—the long-est in British annais. This age, notable for new discoveries in all branches of science, can point with especial satisfaction to those advances of medical science which have prolonged the span of human life, and by alleviating suffering through the aid of anaesthetics and healing diseases hitherto supposed incurable, have made life far

better worth the living.

Still greater than all the achievements of art, literature and science, which have lent such luster to the Victorian age, are its abolition of ancient abuses, the educational and philanthropical activities, its efforts for ameliorating the horrors of war, and for settling international difficulties by peace-ful arbitration, rather than by the sword. The highest glory of the good and vener-able sovereign, the first anniversary of whose death draws near, is that her name is linked indissolubly with the most hu-mane, progressive and intellectual period of human history—an era in which, as never before, the rights of the people were respected, and constitutions made by the people set impregnable barriers to what was once supposed to be the divine right of kings. The glories of this epoch, which will always be called the "Victorian age," are not confined to the empire over which Victoria ruled. They belonged to all civilized lands, and especially to our country, which bore its full share in all the achieve ments of the greatest era of the world's

GROW OLD GRACEFULLY. Elizabeth Cady Stanton, Aged 85, Offers Pertinent Advice.

the New York Sun. Mrs. Elizabeth Cady Stanton has been writing on the subject of how to grow old easily, happily and gracefully. She is now in her eighty-fifth year and she says life to her is as sweet as ever. She has no pains or aches, no regrets or forebodings for herself; all her sorrows are for the troubles of

others. "I attribute my vigorous old age in part to advantageous circumstances," she says, "in part to a happy, hopeful temperament, a keen sense of humor, sympathies for all my fellow beings and a deep interest in all the vital questions of the hour. One must have an earnest purpose in life beyond per-sonal ambition and family aggrandizement. Self-centered characters do not possess the necessary elements of a high development. If one would have a happy old age the first condition is a sound body; to that end exer-cise, dlet, dress, sanitary conditions are all

important.
"Nature does her best at all periods woman's life to make each change one of added health and happiness. Those obedient to her laws rejoice in every step from youth to age. Fifty is the heyday of intel-lectual life. Then the vital forces used in ing new ideas and adding force, clearness and beauty to thought. There comes to a woman eloquence of expression and she finds a wider field for her sympathies. She has new interests in the great world which is the future home of her children, in which she is now to labor to make it fit for them commonly found anywhere as yet. She to live in. My philosophy is to live in the reads English, French and German readily, present. Regrets for the past are vain; the page is turned; there is no remedy for what is done. As to the future, anxieties are equally vain; we do not know what one day will bring forth; what we hope or fear may never occur; the present is all that is

ours. PHOTOS OF ROYALTY. How Kings and Queens Pose Before

the Camera. The Prince of Wales is one of the easiest and best-hearted sitters in the world. He makes himself at home, and you as well, at once; and leaves himself entirely in your hands. A few years ago his royal highness, then the Duke of York, honored me by visiting my studio quite unexpectedly, "just to be 'shot' for the fun of the thing." as he himself remarked. "Now, how shall I be

into a chair. "I want to look as free and

neglige as possible—just as though I had got a day off, don't you know, and didn't

care a rap for anything or anybody. His royal highness jumped up from the

chair, and, with his hands in his pockets, walked round the studio admiring the many portraits and pictures which covered the walls of the room. "Ah! your reyal highness," I said, somewhat excitedly, "if you want to be taken quite naturally, will you stand just as you are? Don't move, please, and do keep your hands in your please, and do keep your hands in your pockets." "A very good suggestion; very good," remarked the duke, entering into the spirit of the thing. "I have to go to a bazaar directly I leave here, and, as I shall have to put my hands in my pockets all the time I am there, I may as well keep them in now, for pratice!" A few weeks later, when his royal highness again visited my studio, he said to me in laughing way: "I think the last photo you took of me was "I think the last photo you took of me was splendid. What a treat it is, to be sure, not always to look like a royal duke; that gets monotonous, you know." The Queen of Hol-land is another charmingly easy sitter, and does not mind to what trouble she puts her-self as long as she can please you and look, as her majesty remarked to me, with a laugh, "as a queen should look." Some months ago I had the honor of being summoned to Amsterdam in order to take the young queen. I appeared somewhat ner-yous at first in the royal presence, and The plaintiff's intestate was killed while Queen Wilhelmina quickly noticed this. "Now, I want to look very, very nice indeed in this photo," said her majesty smil-

> you will not be able to do justice to your-self or to me."
>
> I thereupon gained courage, and soon lost all my nervousness, "Will your majesty please smile a little?" I asked her majesty, please smile a little?" I asked her majesty, who looked rather too dignified and stately: "I am sure the photo will come out ever so much better then." "Certainly," readily replied the queen with a laugh. "But how ought I to smile? Like a queen, or like an ordinary mortal?" The photograph turned out a huge success, and Queen Wilhelmina was delighted with it. "Oh! you have indeed taken me nicely this time," she said some time afterward to me as she examined the picture. "Why, this photograph is far better than the other one you took of me! But then you were not to blame. I re-But then you were not to blame. I re-member I had tight boots on at the time, and oh, how they pinched me! How can one look happy or cheerful with tight boots?"

whether he was familiar with the crossing of not. A witness, whose eyesight and hearing were good, was walking on the sidewalk. He also stopped and waited for the freight train to pass. As the decedent started to drive over the track the witness walked alongside, and, as he testified, listened and looked as he went upon the track, but neither saw nor heard the approaching engine until the crash came. He was where he could have seen the engine if it was visible, and could have heard it if it was sudible above the roar of the train. On the trial a jury gave the plaintiff a verdict, which was affirmed by the third appelate division. The court of appeals, while holding that the railroad company in backing the engine in the way it did behind the freight train cannot be said to have exercised reasonable care, orders a revarsal because of an error in the charge of the justice. Judge Vann, for the court of iast resort, says that in the absence of any evidence that the deceased either looked or listened before going upon the track, the trial jury should not have been permitted to assume that he did so from the circumstances of the accident, and a charge that they might so infer and permitting them to find a verdict upon that theory in reversible error.